

The Hong Kong Telegraph.

No. 130.]

HONGKONG, SATURDAY, NOVEMBER 12TH, 1881.

[PRICE—\$16 PER ANNUM.

Shipping.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through cargo
to New Zealand).

THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"MENMUIR."

will be despatched as above, on
SATURDAY, the 19th November, at
12 NOON.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th November, 1881.

FOR STRAITS AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain A. B. MACTAUGH, will be
despatched for the above Port on
THURSDAY, the 17th instant, at
3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 11th November, 1881.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship
"ARRATOON APCAR."
Captain A. B. MACTAUGH, from
Calcutta, Penang, and Singapore.

The above steamer having arrived,
Consignees of Cargo by her are hereby
requested to send in their Bills of
Lading to the Undersigned for coun-
tersignature and to take immediate
delivery of their Goods from along-
side.

Cargo impeding her discharge or
remaining on board after the 12th
instant, will be landed and stored at
Consignee's risk and expense and no
Fire Insurance will be effected.

Consignees are hereby informed that
any claims must be made immediately,
as none will be entertained after the
14th instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 7th November, 1881.

J. AND R. TENNENT'S ALE and
PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled CANVAS
Long Flax
Crown
ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881.

RECORD of AMERICAN and
FOREIGN SHIPPING.
Agents.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

PHOTOGRAPHY.

BARON STILLFRIED, Photog-
rapher to the Austrian Court, will
REMAIN HERE for Six Weeks or Two
MONTHS. He has now OPENED a
STUDIO next door to the new Chartered
Bank Building, and invites an In-
spection of his Collection of PHOTO-
GRAPHS, PHOTO-CRAYONS, and WATER-
COLOURS.

Hours from 10 to 1, and from 2 to 4.
PORTRAITS, Groups, or OUTDOOR WORK,
taken, up to the Largest Size.
Hongkong, 27th October, 1881.

William Schmidt & Co.
GUNMAKERS &c.
BEACONSFIELD ARCADE.

Arms, Ammunition, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

Intimations.

CITY HALL.

THIS EVENING,
November 12th.

WILLARD'S WANDERS.

Last Variety Programme.

Gigantic Galaxy of Attraction.

The Screaming Act
"UNDER THE ROSE"
Characters by Company.

MISS VERA LYLE'S,
"SONG OF THE FLAGS"
and Male Impersonations.

MISS CONSTANCE CARLTON'S
"PEARLS OF SERIO COMEDY."

MR. WILLARD and Miss BERESFORD,
In Duologue and Terpsichorean Acts.

THE SISTERS CARLTON'S
"DUO DUTCH SKETCHES."

MISS VERNIE'S,
"SOUL VISION"
Acknowledged by the Press of the
World to be without Parallel.

MR. PEMBERTON-WILLARD,
In his unrivalled Character Sketches.

GLORIOUS SUCCESS
UNPRECEDENTED IN THE ANNALS
OF ENTERTAINMENT.

THE VERDICT OF ONE OF THE LARGEST
AUDIENCES EVER SEEN IN HONGKONG.

The following Répertoire will be
selected from during our stay here:—

Forty Thieves (Burlesque); Robbing
Roy, or, Scotch'd but not Kilt (Bur.)
Don Juan Junior (Bur.); Joan of
Arc (Bur.); Liz (Drama); Pygmalion
and Galatea (Com.)
Under the Rose, Sweethearts, &c., &c.

Dress Circle and Stalls.... \$2.00
Pit \$1.00

Soldiers in uniform Half-Price to
Back Seats only.

Doors open at 8.30, to commence at
9 P.M.

Proprietor & Mr. PEMBERTON W.
Manager..... WILLARD.

Reserved Seats and Plan to be seen
at Messrs. Kelly & Walsh's.
Ladies unaccompanied by Gentlemen
cannot be admitted.

Hongkong, 8th November, 1881.

NOTICE OF REMOVAL.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
&c., &c., have REMOVED their Office

and Ware-room to No. 6, BEACONSFIELD
ARCADE, where Orders for Fittings and
Repairs will be punctually attended to.

Hongkong, 11th November, 1881.

TELEPHONES.

IN the erection of those valuable
INSTRUMENTS communicating from

house to house, whether privately or
through a Central Exchange, no ob-
struction of the Public Streets or in-
fringement of Public rights is of neces-
sity made, nor is the granting of any

monopoly for this use in this Colony
now to be apprehended. All Persons
who have not as yet inspected their

working are INVITED to call at the

office of the Undersigned, No. 12,
Queen's Road Central, whence the
System in course of construction has
been extended for a considerable dis-
tance.

INSTRUMENTS similar to that exhibited,
and wires connecting the offices of all
Subscribers with each other through a

Central Station, will be provided and
kept in order at rates already adver-
tised, and Private lines by special

arrangement.

For all further Particulars, apply to

R. G. ALFORD,

Surveyor, &c.

12, Queen's Road, Central,
Hongkong, November 8th 1881.

Intimations.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES

No. 38, Queen's-road Central.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 46, Queen's-road Central.

Afong, Photographer.

HAS A LARGER COLLECTION OF
VIEWS than any other in
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

TUITION IN THE FRENCH LANGUAGE,

by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.

44, Queen's Road.

Hongkong, August 30th 1881.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special Lines in Fancy and Plain
SATIN, SILK, and GAUZE DRESSES.

A variety of Richly TRIMMED
COSTUMES; from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.

BATHING DRESSES in the latest
Style.

MUSLIN SHAWLS, CRAVATS,

and FICHUS.

An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW
HATS, in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every

description.

Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest

Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Arti-

cials suitable for presents, from the

Grand Magasins du Louvre.

Piesse & Lubin's Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.

SHERRIES of the Finest Quality

at extremely low prices.

Note the address, 48, Queen's-road

Central.

Hongkong, 15th June, 1881.

For Sale.

KELLY & WALSH

HAVE JUST LANDED, in very FINE CONDITION,
AMERICAN CIGARETTES.
CAPORALS,
SWEET CAPORALS,
HALF CAPORALS.

TURKISH CIGARETTES, ODESSA CIGARETTES,
MALTESE CIGARETTES.

CIGARETTE PAPER.
JOB, PAPER PERSON.

Also on hand HAVANA CIGARS of the very BEST BRANDS

MANILA CIGARS AND CHEROOTS.
PRINCESSES, in boxes of 500.
LONDRES, in boxes of 100.
CAVITES, in boxes of 500.
VEGUEROS, in boxes of 100.

PENANG CIGARS.
GENERAL PELS, in boxes of 100.

TOBACCO.

HAPPY THOUGHT.

STAR MIXTURE.

GOLDEN EAGLE.

TURKISH CIGARETTE TOBACCO.

SAMSON, in 1lb. and Half-pound Tins.

SMYRNA, in 1lb. and Half-pound Tins.

KELLY & WALSH, QUEEN'S ROAD.

Hongkong, 29th October, 1881.

BY SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,
AND
Manufacturers of the following
AERATED WATERS, viz :
SODA, TONIC, SARASPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 12TH NOVEMBER, 1881.

A PUBLIC meeting, convened by the Sheriff, was held at the City Hall yesterday, for the purpose of taking into consideration what steps should be adopted to offer a suitable welcome to their Royal Highnesses the Princes Albert Victor and George on the occasion of their visit to this colony. There was a large attendance of the general community, considerably over a hundred persons being present. We shall not be accused of disloyalty to the future King of Great Britain, or his brother; nor of want of respect towards the body of gentlemen who met together yesterday for the purpose of doing the Prince's honor, when we characterise the proceedings enacted at the public meeting as a gigantic farce. We say this advisedly, with no desire to give offence to anyone concerned, and we shall attempt to prove our justification for such a sweeping criticism on this latest City Hall burlesque.

As is well known to the whole colony, a portion of the British Fleet, called the Detached Squadron, has lately visited the Australian Colonies, Japan, &c., and is expected to arrive in Hongkong on or about December 23rd. On board one of the vessels, the *Bacchante*, are two young lads serving as midshipmen, the Princes Albert Victor and George, grandsons of Her Majesty the Queen, sons of their Royal Highnesses the Prince and Princess of Wales. It is but natural that our Australian cousins should have availed themselves of the visit of the young Princes, to show their loyalty to the Crown, and their respect for the Royal Family of Great Britain, by public demonstrations in honor of the Royal sailors: and we doubt not that the gratifying receptions accorded to the Princes must have given great satisfaction at home. It is but right that the loyal inhabitants of this "dot on the ocean" should also show themselves alive to the necessity for displaying some of that boasted loyalty, which is so ostentatiously paraded on every possible occasion; when these two young sailor lads, one of whom in the ordinary course of events is destined to wear the purple, visit our shores. We frankly admit the necessity for this community deciding on publicly exhibiting towards our expected visitors the courtesy due to their illustrious rank, the loyalty we owe to the Crown, but we cannot agree with what has been done, and we have still greater objections to the way in which the preliminaries have been carried out so far.

For all purposes of practical argument, the Government of Hongkong may correctly enough be termed absolute. Had we possessed a municipal corporation, the question of according a public reception could have

been satisfactorily arranged and determined without the least inconvenience or trouble. Municipal councils all the world over are notoriously *comme il faut* at receiving royalty, although municipal addresses and harangues to royal visitors have become proverbial for their pompous verbosity and vulgar claptrap. The initiative in any proceedings to be taken in honor of the young Princes should most decidedly have emanated from the Government. The step taken by a certain number of gentlemen who appended their signatures to a document requesting the Sheriff to convene a public meeting for the purpose of deciding in what manner to welcome the Royal sailors, without consulting the Governor was not courteous towards Her Majesty's Government. The action taken by these signatories—the self-constituted leading citizens of the colony—in meeting privately the day preceding the public meeting, for the purpose of electing a committee, drawing out resolutions, and in fact making the whole of the arrangements, rendered the public meeting nothing more nor less than a stupid farce. The public are solemnly convened by advertisement to meet at the City Hall, "to consider what steps ought to be taken to offer a suitable welcome to their Royal Highnesses the Princes Albert Victor and George on the occasion of their visit to this colony," when as a matter of fact the gentlemen at whose request the meeting was convened by the Sheriff, had already assembled in private conclave, and on their own authority settled the whole business.

The meeting at the City Hall afforded a few of our leading citizens an opportunity of letting off a little of their oratorical steam, if it did nothing else. To novices in the art of public speaking, it might be regarded as a sort of rehearsal for the long-winded orations now in course of preparation for the arrival of the wearied and worried lads, who, doubtless, ardently wish that meddling busybodies would leave them alone to enjoy their trip in peace and comfort. However to be publicly pestered wherever they go is one of the concomitants of greatness, and so the infliction must be borne with as good a grace as possible. On the motion of Mr. P. Ryrie and Mr. Ng Choy, Mr. Francis Snowden was unanimously voted to the chair, and the learned and worthy Acting Chief Justice immediately improved the occasion by indulging in a rhetorical display, which he modestly enough classified as "preliminary remarks." He did not say anything we were not previously acquainted with; but the emphatic manner in which he urged the community to heartily unite and co-operate together, sinking all small differences of opinion or feeling was slightly comical. All this patriotic blowing of trumpets would have been in place had we been called upon to resist a Russian or Chinese invasion; but as the avowed object of the meeting was simply to make preparatory arrangements for a banquet, ball, reception or other ordinary courtesy to be paid to a couple of lads in short jackets, all the "high falutin'" and grandiloquence was surely left off at the wrong time!

Mr. F. Bulkeley Johnson proposed the first resolution, namely that a certain body of gentlemen whose names he read, should be appointed as a committee to represent the community on the approaching visit of the Princes, which, as already stated, had all been "cut and dried" beforehand. Mr. Johnson also went in for an oratorical display, but it must be confessed that his observations were to the point, and of a thoroughly sensible and practical character. Mr. T. Jackson seconded the proposal, and it was unanimously adopted. A statement made by Mr. M. S. Tonnochy that H.E. the Governor had taken a vote of \$10,000 from the Finance Committee for the purpose of defraying the cost of the welcome to the Princes, one half of which he

gladly placed at the disposal of the public meeting, was received with great applause, and a vote of thanks to His Excellency was immediately proposed, seconded, and carried with acclamation.

The Chairman then very properly asked if any gentleman would like to suggest what kind of welcome we should give to our Royal visitors, and Mr. J. J. Francis proposed that the committee be authorised to prepare a programme of what course they intended taking, which would be submitted to a public meeting held subsequently; but the proposal was not seconded. Mr. Ryrie, supposing that the business was finished, proposed a vote of thanks to the Chairman, when Mr. Francis again called the attention of the meeting to the necessity which existed for giving the committee appointed some authority to carry out the requisite arrangements, as he understood that a committee had been elected without being empowered to do anything. Mr. Johnson pointed out that his resolution provided "that the committee be authorised to draw up an appropriate address, and to make all necessary arrangements to give a public welcome to the Princes on behalf of the community," remarked that an executive body numbering nearly 60 persons, representing all classes and interests in the community might be safely trusted to draw up such a programme as would prove acceptable to the community. Mr. W. Leggo, with all due deference to Mr. Johnson's opinions, considered that it would be much better if the meeting were then and there informed as to the plan the Committee proposed to follow in the style of entertainments to be given. Mr. Ryrie did not think it possible for the committee to say what form the entertainments should take, as the wishes of the Princes themselves would have to be ascertained to some extent, but thought Mr. Johnson's observations had shadowed out that a considerable portion of the entertainment would be of a Chinese character. The Chairman, evidently wishing to throw oil on the troubled waters, signs of disapproval with these rather vague explanations and promises being evident in the audience, assured the meeting that the committee would do everything possible to form an agreeable programme, and would be happy at any and all times to receive suggestions from gentlemen who had any to offer. Mr.

Francis reminded the learned Chairman that this was not a question of suggestions by individuals; the community were entitled to be consulted—upon which Captain Deane rose, and submitted that the speaker was out of order. Mr. Francis contended that he was quite in order, and a great uproar ensued, the learned barrister carrying the house with him when he insisted that the community had a right to be consulted. The business was concluded by the Hon. M. S. Tonnochy, who favoured the meeting with his views as to what style of entertainment should be adopted. The worthy Colonial Secretary thought that, judging from his own experiences when he was young, the Princes could not have too much of balls and theatricals. Probably Mr. Tonnochy's early days were spent in some favoured spot where public balls had more charms, and theatrical performances were rather more artistic and attractive than ever has been the case in Hongkong. We trust we may be forgiven for being truthful, if somewhat un-gallant, but a ball in this colony can hardly be described as "a dream of fair women," nor are our amateur histrionic altogether actors to the manner born. It is to be presumed that the young Princes have "done" a good many balls and theatrical performances during their short lives so that anything we can produce in that line in Hongkong could hardly prove very attractive. The Masonic ball, which is rather unique in its way, may have some special

charms for the young gentlemen, in consideration of their father being supreme head of the craft in England, and doubtless there will be public receptions, garden parties, banquets, and balls at Government House. The members of the Choral Society are working hard at the Pirates of Penzance, and we don't think they will need to be subsidised, as Mr. Tonnochy suggested, in order to produce an amusing and interesting entertainment. The proposed performance at one of the Chinese theatres might prove attractive, and the suggestion is certainly worthy of attention.

Although we cannot coincide with what has already been done, for reasons above stated, we feel quite certain that the committee will do their best to provide a welcome for the Princes worthy of the colony. We trust, however, that the business will not be overdone. The Princes are mere lads, and they should be spared all useless ceremonials, addresses, and speech making absurdities. We can show our loyalty and respect without making our protestations of devotion offensive and wearisome. The feelings and wishes of the young sailors should be first consulted and afterwards religiously studied.

The American ship *McNair* goes over to Kowloon Dock this afternoon.

We are informed that the old hulk *Sir Jasenjee Jeejeebhoy* has been sold to Chinese for \$3,000.

We learn that Her Majesty the Queen has confirmed the Ordinance repealing and amending the flogging laws of Hongkong.

The Earl of Kimberley has approved of the Governor's appointment of Mr. E. R. Bellios to a seat on the Legislative Council.

From private advices received from Amoy we learn that there is every prospect of the steamer *Pakhoi*, sunk in Amoy Harbour, being successfully raised.

We hear that Mr. Pinto Busto, the Portuguese Consul for London, leaves for his new post, by the French mail at the end of the month. His successor in Shanghai is not yet appointed.

Another instalment of the subscription griffins, eight in number, arrived by the P. and O. Company's steamer *Kashgar* from Shanghai this morning. They will be drawn for at Kennedy's Horse Repository, at five o'clock this afternoon.

We are informed that the Lord of Her Majesty's Treasury, on the recommendation of the Earl of Kimberley, has granted Sir John Smale a retiring allowance on the most liberal scale, bringing up his pension to £1,145 6s. 8d. per annum. It is understood that the Governor's recommendation as to the vacant Chief Justiceship is under the Secretary of State's consideration.

Says the *London and China Express*:—Mr. Dalglish, who was formerly connected with the Central Asia Trading Company, passed through Ladakh lately, en route for Yarkand, on a trading venture. He had a caravan with him of about thirty horses. This is the first time since the Chinese reoccupation of Eastern Turkestan that an English trader has visited the country.

The *Army and Navy Gazette* says:—The fortifications of Singapore which were suggested by Sir William Jervois, K.O.B., when Governor of the Straits Settlements, a few years since, and which were designed and erected by Captain McCullum, Assistant Colonial Engineer, and Lieut. E. F. Rhodes, R.E., have lately received their armament of heavy guns. The work of transhipping these pieces of ordnance and placing them in the several forts and batteries has been carried out by the European native subordinates of the Ordnance Store Department, under Assistant-Commissary General of Ordnance J. E. Taylor, and the men of No. 14 Battery 7th Brigade (assisted by a Chinese coolie corps), under the directions of Captain H. W. Braenkbury and Lieutenant J. P. Fell, R.A. The whole has been satisfactorily completed, reflecting great credit upon the officers and corps concerned.

The P. & O. steamer *Sunda*, Captain Reeves, which arrived from Japan this morning, reports having spoken the Flying Squadron at Kobe. The Princes were away shooting when the *Sunda* left.

According to the *Shanghai Mercury*, H.E. Tao Tsung-tang is expected to arrive at Nanking about February; Liu Kun-yih, in the meantime remains in charge; Peng Yu-lin, who pleaded sickness as an excuse for declining the post, is requested to resign his present position, as his sickness must incapacitate him for it.

The Tientsin correspondent of the *Mercury* observes:—After all, Tso has taken the Nanking government. This is the first visible result of the Viceroy Li's visit to the capital. Tso will fill an important position in the shaping and execution of great-military-reforms that have been planned. Tso and Li differ on many points, and do not love each other, but one strong desire animates the minds of both, that is—to make China strong.

Says the *Mercury* of the 8th inst:—The grass course is open every morning, and a number of griffins are exercised; these are purchases out of the recent mops. Mr. Bill has a large addition to the orchestra, Third Cornet, Fourth, Fifth, and Sixth Trumpets; the latter a pony spotted something like Third Trumpet, who is sold for Tls. 300. Mr. Paul, Mr. Dawson, Mr. St. Andrew, Mr. Ten Brock are all training, no doubt for the Southern ports. Lothair is sold, Tls. 200; several of the ponies were sold last night at or after the auction.

THE ENGLISH MAIL.

The P. and O. steamer *Thibet*, with the English mail of the 7th ult., arrived here this morning. A portion of our Singapore papers have been mislaid. We take the subjoined items from the *London & China Express* of October 7th:—

The *Modesto*, 14, Captain J. G. Mead was paid out of commission at Sheerness on the 30th ultino, after eight years' service on the China Station. Her blue-jackets were granted the usual leave of absence, but the marines returned to the barracks at Chatham, and will receive their leave from that place. The *Modesto* has been placed in the 4th Division of the Medway Steam Reserve. The brown bear, captured in North Japan, is not to be presented to the Zoological Gardens, as was at first intended, but is to be given to the crew of the *Diamond*, which is to be commissioned shortly for service on the Australian station.

Commander Cæsar H. Hawkins has been selected for the command of the *Humber*, vice Commander Way. Commander Hawkins was employed in the destruction of Chinese war vessels in Escape Creek on the 25th May, 1857, his services on the occasion being rewarded with a medal; and of Chinese war-boats in Taung Kovau on the 27th May, 1857; also of the Fatshan flotilla of war junks on the 1st June of the same year (Fatshan medal).

Midshipmen now serving on the China station, who will complete their time for passing in seamanship before July next, are to be appointed to ships in the Detached Squadron for passage to England, their places in the China Squadron being filled by junior midshipmen now in the Detached Squadron.

Orders have been sent from the Admiralty for the total disestablishment of the British Naval Depot at Shanghai, and immediate steps for abolishing this store are to be taken, so that no provision for its maintenance will be necessary in the next Navy Estimates.

Captain Augustus Butler, R.N., died on the 26th ult., at Reading, aged fifty-seven. The deceased entered the Navy in 1838, and was midshipman of the *Wellesley*, under Sir Frederick Maitland, Sir Gordon Bremer, and Sir William Parker. As such he witnessed the capture of Kurrachee from the Afghans in 1839-40; accompanied Rear-Admiral Elliot up the Peiho river; took part in the celebrated attack on the Bogud Forts in February, 1841; served on shore and afloat throughout the operations connected with the ensuing capture of Canton; and was also employed at the taking of Amoy, the recapture of Chusan, the storming of the fortified heights and

citadel of Chinghae, and the occupation of Ningpo. Volunteering as midshipman (on the Wellesley's departure) into the *Algérie*, Lieutenant-Commander Maitland, Mr. Butler further assisted at the capture of the city of Chapoo, 18th May, 1842, and fought with the army on the 16th June following in the assault the enemy's batteries at Woosung (medal and mention in despatches). On promotion to commander in 1854 he was given command of the *Modeste* sloop, with which he served in the Black Sea squadron against Sebastopol and in other operations until the close of the war. (Medal with clasp and Turkish medal.)

It is announced that the *Midge*, *Ebb*, and *Tweed* will be retained at Hongkong for general service, and so will be always ready to take on board the crews of vessels under repairs at that place. This system has hitherto been found to work very satisfactorily in the case of the *Kestrel*.

Four new iron vessels are to be constructed for the Admiralty by the ship-building firms on the Clyde. Three of these, which will be named the *Mistletoe*, *Watchful*, and *Albacore*, will be built by Messrs. John Elder and Co., and one, the *Arethusa*, by Messrs. Napier and Co., Glasgow.

The Chinese Minister at our Court, H. E. Li-Fong-Pao, has returned to Berlin, after a short visit at Amsterdam. This Minister who represents China at the Courts of Austria, Germany, Italy, and the Netherlands, will spend the winter at Rome. In the beginning of the spring H. E. intends to return here, and will make a longer visit.

Messrs. Harland and Wolf, of Belfast, launched from their yard, on the 6th inst., a new steamer, constructed of steel, and named the *Shannon*, for the P. and O. Company. The vessel is of 4,300 tons gross register, and of the following dimensions, viz.:—400 ft. long, 42 ft. 6 in. broad, and 35 ft. deep. Her engines will be of the tandem fashion, with the high pressure cylinder on top of the low pressure one, the high pressure measuring 38 in., and the low pressure 76 in. each in diameter. The engines are of 800 horse-power nominal. The *Shannon* is expected to be ready about the end of the year.

His Excellency Li Fong-pao, the Chinese minister at Berlin, has returned to his post there, after his visit to Holland, to present his credentials as Minister to the Court at the Hague. During his tour he inspected the North Sea Canal, the waterworks of Amsterdam, the fortifications and arsenal of Antwerp, and a famous telegraph wire manufacture at Mülheim, on the Rhine.

The Peninsular and Oriental Steam Navigation Company will despatch the steamer *Zambesi*, from Gravesend, on the 26th inst., as an extra steamer for Bombay and China, taking passengers and cargo.

Sir Harry Parkes, K.C.B., H.B.M.'s Minister at Japan, has booked his passage to return to his post by the mail leaving London on 11th and Marseilles on 13th prox.

MACAO.
(FROM A CORRESPONDENT.)

MACAO, 8th November.

The weather here at present is simply simply magnificent. Yet dullness reigned supreme throughout the colony. We have had a few attempts at gaiety within the past fortnight, but they were feeble contrasts of what we have had on similar occasions before Macao had reached her present state of social misery and political degradation. The anniversary of the birthday of the King-Father, Dom Fernando, the artist-king as he is styled on the banks of the Tagus, was celebrated on the 29th ultimo with a few paltry illuminations as of old, so we were not disappointed; but we did expect that the birthday of His Majesty the King on the 31st would have produced some kind of a public entertainment, or celebration, at which the loyal citizens of Macao could have demonstrated how much they appreciate the liberal policy which has brought the Holy City to what she is, their loyalty and devotion to the Portuguese Crown—and in this we were grievously disappointed.

Certainly we were favoured with a royal salute; there was a farcical pantomime called a public reception at Government House; the old Cerco Palace and a few more buildings were flying bunting; and the loyalty of our soldier officers was exhibited by the glare of half a dozen tar barrels, and a round of fire crackers on the Praia Grande, with the assistance of our apology for a military band actually made-night hideous. I do not expect to see national festivals celebrated in Macao the same style that I have seen at Lisbon, but I could not help thinking

what a contrast the so-called celebration the other night presented when compared with the almost princely splendour of the days when the noble Viscount St. Januario ruled over us. There was some small amount of happiness and enjoyment in Macao life in those days, although mixed up with vast deal of misery and wretchedness.

All for the best, says the philosopher, although I, not being a pessimist, don't quite see it in this light, *mais tout au contraire*. Some important changes, having for their aim and object the immediate introduction of a series of sensible and practical measures of a sweeping character, for the amelioration of our social and political grievances, would indeed be for the better; but we have vainly waited for them so long, that it has actually become a cause of hope deferred with the inevitable heart sickness. The *Telegraph* has in various issues ably advocated many necessary reforms for our colony, but I really do not expect anything will be done until we have a thorough revolution in our system of Government. I hear from my friends in Lisbon that the members of the Government there are making strenuous efforts to advance progress and civilisation in Portugal's vast dominions in the African continent, which have lain so long neglected, and it will no doubt prove highly beneficial to the general prosperity, commercial and otherwise, of our dear Lusitania, if these barren wastes can be converted into flourishing colonies, thus opening up new trading mediums for a commerce which, it must be confessed, is at present greatly circumscribed and sadly neglected. But whilst attention is being directed to our almost unknown and uncivilised possessions in Africa, Macao, once so proudly styled "gem of the orient earth" lies utterly neglected in her misery.

We deserve better treatment than this apathetic neglect from the mother country to which we have been so conspicuously loyal for many generations. Some effort should be made to give prospects of a better kind of life to a race, who, apart from their natural lack of those characteristics which combine to make a people prosperous and respected, have always been distinguished for many good qualities, and whose devotion and obedience to the Portuguese Crown deserve a better return than careless indifference and selfish ingratitude.

I noticed that you have translated the proclamation which appeared in a recent number of our official newspaper, on the question of a proposed emigration movement from Macao to Mozambique. This may possibly be the means of ameliorating the conditions of numbers of our half-starved community, but I am inclined to doubt it; however time will show. I also observe from the papers that in the seven articles embodied in the extensive administrative programme, which have become law, there is one which affects this colony. I allude to the New Civil Code, which has at last been extended to the colonies after having been in force in Portugal for years past.

Public education continues to be the one absorbing topic of the day in Macao. There is no such thing as public opinion here. Self interest is the god of every one's idolatry, I mean of course every one who serves the Government, and nobody else has an opportunity of being heard. All the opposition towards established institutions, and the system of education at present in vogue, has emanated from persons whose opinions are not unbiased, and therefore unreliable. It is, however, generally conceded even by the most stubborn supporters of a new Lyceum, that the proposals so ably advocated in your paper, to make a commercial education a strong point in any educational programme, will be certain to be adopted. The thanks of the community are certainly due to you for your practical treatment of this branch of the question, and if you had been a Portuguese born you would most probably have received the offer of a decoration long ere now. Perhaps you are not ambitious in that way! At any rate yours is the first newspaper in the Far East which has taken the slightest interest in Macao affairs, and I can assure you that even those who cannot agree with your views and opinions, appreciate your energetic advocacy, and the thoroughly independent position you have always maintained.

SHIPS' BOATS IN CASE OF WRECK.

The following interesting letter appeared in a recent issue of the *Sydney Morning Herald*:

A short time since you allowed me to draw attention to the unsatisfactory state of the so-called water-tight compartments of sea-going steamers; and I now, through your columns, beg to call attention to the equally unsatisfactory state of the boats of these vessels. I can truly say that not one of the fleet of ocean steamers trading to this port has boat accommodation for one-half of the passengers and crew usually carried. This is a lamentable fact, patent to all seafaring men, and ought to be remedied. In the motion

respecting unsavoury ships going to sea, lately before our Legislative Assembly, there was little said on this all-important subject.

The most seaworthy ship is always subject to the dangers of fire and tempest, and without proper boats in case of need would be anything but a safe means of transport to those whose business takes them across the ocean. I have made a great many voyages to the old country and back, and I can truly say that I have never once seen the ship's boats kept in a fit state to carry men and women in all weathers. These boats are kept on the davits until they are as leaky as cradles, and are never half large enough for safety. The steam-launched of the large ocean-going steamers look very pretty in harbour, but would be utterly useless in a heavy sea, even if they could be launched when required, which operation is not an easy one in a steamship rolling 45 degrees.

The whole system wants looking after, and I don't see why passengers by sea should not be protected as well as those by land. If a railway carriage wheel breaks and three or four persons get killed, there is every inquiry made, and a tremendous amount of public indignation shown; but when 200 or 300 persons get drowned by a wreck at sea, very little inquiry is made, and those whose bounden duty it was to protect the lives of these unfortunate nine times out of ten go scot-free. Such inconsistency ought no longer to exist amongst Englishmen or Australians.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

The features of Stock Exchange proceedings yesterday and to-day have been the increased firmness of Banks and Sugars. Both these local stocks have, without any large amount of business having been transacted in either case, suddenly become very firm in the market, holders apparently wishing to wait for higher rates, of which indications are not wanting. Some few transfers in Banks have been effected at 113 per cent premium, but the supply at this rate has not equalled the demand, and buyers are still plentiful. Sugars would be purchased at 165, if any states were forthcoming at that rate; but above stated holders decline to part with the stock. Chinese Insurance are rather weaker than before, sellers offering to do business at 50, a reduction of five per cent on last quotation. The bonds of the Chinese Imperial Loan of 1881 are also decidedly weaker, with sellers at two per cent premium. A fair amount of sales in Docks have been booked at 30, and there are both buyers and sellers at that rate.

SHARES.

Hongkong and Shanghai Banking Corporation—113 per cent premium, Buyers. Union Insurance Society of Canton—\$1,625 per share.

China Traders' Insurance Company—\$1,575 per share.

North-China Insurance Company—Tls. 1,125 per share.

Yantze Insurance Association—Tls. 830 per share.

Chinese Insurance Company—\$300 per share, sellers.

Man On Insurance Company, Limited—\$25 per share premium.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$900 per share, Buyers.

China Fire Insurance Company—\$270 per share.

Hongkong and Whampoa Dock Company—30 per cent premium, Sales & Sellers.

Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium.

China Coast Steam Navigation Company—Tls. 162 per share.

Hongkong Gas Company—\$86 per share.

Hongkong Hotel Company—\$100 per share.

Sellers.

China Sugar Refining Company, Limited—\$165 per share, Buyers.

China Sugar Refining Company (Debentures)—3 per cent premium.

Hongkong Ice Company—\$128 per share.

Hongkong and China Bakery Company, Limited—\$50 per share.

Chinese Imperial Government Loan of 1878

—1½ per cent premium, ex interest.

Chinese Imperial Government Loan of 1881

—2 per cent premium, Sellers.

EXCHANGE.

On LONDON—Bank Bills, T.T. \$84
Bank Bills, at 30 days' sight 8/0
Bank Bills, at 4 months' sight 3/9½
Credits, at 3 months' sight 3/9½
Documentary Bills, 4 months' sight 3/9½

On PARIS—Bank Bills, on demand 4.69

Credits, at 4 months' sight 4.8

On BOMBAY—Bank, T.T. 224

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 11th & 12th November, 1881.

BAROMETER—1 P.M. 30.064

Do. 4 P.M. 30.050

THERMOMETER—1 P.M. 77.

Do. 4 P.M. 77.

Do. 1 P.M. (Wet bulb) 74.

Do. 4 P.M. Do. 71.

BAROMETER—9 A.M. 30.158

THERMOMETER—9 A.M. 73.

SHIPPING INTELLIGENCE.

ARRIVALS.

Nov. 11, PHOENIX, British steamer, 789.

H. T. Behrens, Penang and Singapore

3rd Nov., General, Butterfield &

Swire.

Nov. 11, ARAB, German bark, 541, G.

Moos, Newchwang 1st Nov., General,

—Wieler & Co.

Nov. 11, FRANCIA, German bark, 368,

S. A. M. Buck, Chefoo 3rd Nov., Ge-

neral.—Siemssen & Co.

Nov. 11, PALOS, American gunboat, from

Canton.

Nov. 12, ASHINGTON, British steamer, 603,

Edwin Allison, Bangkok 4th Novem-

ber, General, Simssen & Co.

Nov. 12, THIBET, British steamer, 1,671,

W. R. Jordan, Bombay 22nd October,

Galle 28th, Penang 3rd November,

and Singapore 5th, Mails and General,

—P. & O. S. N. Co.

Nov. 12, SUNDIA, British steamer, 1,209, J.

Reeves, Yokohama 3rd Nov., Mails

and General.—P. & O. S. N. Co.

Nov. 12, OLYMPIA, German steamer, 780,

Wagner, Haiphong 9th Nov., Rice,—

Siemssen & Co.

Nov. 12, QUEEN OF INDIA, British bark,

390, Scott, Amoy 9th Nov., Beans,—

Chines.

Nov. 12, SHEDRAKE, British gunboat,

from Canton.

DEPARTURES.

Nov. 11, SUMIDA MARU, Japanese steamer,

for Yokohama.

Nov. 11, APPAY, British steamer, for

Amoy.

Nov. 11, SOLWAY, British steamer, for

Haiphong.

Nov. 11, FERONIA, German steamer, for

Shanghai.

Nov. 11, ACTIV, Danish steamer, for Ma-

nilla.

PASSENGERS.

ARRIVED.

Per Arab, German bark, from New-

chwang, Mr. C. F. Smith.

Per Ashington, steamer, from Bangkok,

F. Mathews, and 12 Chinese.

Per Sunda, steamer, from Yokohama,

Mrs. Bellasis, Mr. and Mrs. Hassenden,

and 2 children, Mr. and Mrs. Kepp, Mr.

and Mrs. G. Lewis, Lieut. and Mrs. Bar-

clay, Messrs. E. Marcus, Owen, E. Chastel,

P. J. Reid, Taik Ping, Quang Yiu, and H.

Bair, 4 Europeans, and 9 Chinese deck.

Per Kashgar, steamer, from Shanghai for Hongkong.—Mrs. and Miss Eddy,

Intimations.

LE CERCLE TRANSPORTS.SOCIETE ANONYME D'ASSURANCE
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CAPITAL PAID-UP.....3,750,000 Francs.

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Hongkong, 24th June, 1881.

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Hongkong, 3rd October, 1881.

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COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
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EAST. WORKS—SPRING
GARDENS, WANCHAI**T. ALGAR AND COMPANY,**
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will henceforth be carried on under the same style by the undersigned, as Lessees of the Goodwill, Machinery, Plant, &c., belonging to the said Printing Office.

J. J. de SOUZA.

H. LUBECK.

Hongkong, 15th June, 1881.

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O Jardim' Alma: Stich 0.50

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